After the introductions, I presented the project studies to date following the general agenda included in the attached informational handout. The TIP cost estimate and schedule were noted first. Next, capacity studies that led to the functional design for improvements to the existing alignment were explained. The excessive right of way damages and cost estimates associated with the existing alignment improvements were noted. After describing the existing alignment studies, I then presented the bypass studies that led to the development of the corridors that were shown.

I began the presentation of the bypass corridors by noting that a large portion of the lands in all of the bypass corridors are Croatan National Forest lands and that the Forest Service was a cooperating agency that provided much of our natural resource data on these areas. The plant community patterns were shown on clear overlays displayed on top of 1" = 500' aerial photography of the City and bypass area. This overlay was followed by another overlay showing the preliminary wetland area determinations. Then, the preliminary corridors that had been developed to reduce wetland involvement were displayed. I then explained that the preliminary corridor east of existing US 70 on the northern (New Bern) side of Havelock had been initially considered and later eliminated from further consideration because of design difficulties. These difficulties were due to the proximity of the railroads and existing development which would cause excessive construction damages and right of way costs if the bypass were located in this area. The wetland involvement and the location of the threatened and endangered red-cockaded woodpecker colony were noted as the principal environmental factors considered in the development of the reasonable and feasible corridors that were shown. Previous comments and reviews by the regulatory agency officials were described. Their desire for the corridors to parallel the existing power line rights of way was noted.

I concluded by pointing out that the two reasonable and feasible corridors presented were 1000' wide and that the actual footprint of the facility would be only approximately 300' wide within these 1000' corridors. I also noted that the interchange and grade separation areas had been expanded to reflect the footprint of alignments on either side of the corridors shown. During this meeting, I indicated that the studies had not developed to the point of determining a preference for either of the two corridors presented. However, the review agency officials preliminary preference for the Corridor 2 (inner) alignment to avoid wildlife separation from the undeveloped lands west of Havelock was noted.

After the presentation, I opened the meeting for questions and comments. The most prevalent comments involved a desire to move the northern connection to existing US 70 closer to the Slocum Road (northern entrance) gate to the Cherry Point Marine facility. Also, a desire was expressed to extend the southern end of the facility (towards Morehead City) further out to allow the future development of this area. Several attendees noted that the access into Havelock from the proposed bypass interchange at Lake Road is not desirable principally due to the intersection